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COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Soviet Fuel Depots

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25X1X EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

25X1C DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] PREPARED 13 December 1950

25X1A REFERENCES [REDACTED]

PAGES 4 ENCLOSURES (NO. & TYPE) 2 - two sketches on ditto

REMARKS

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SOURCE

RETURN TO CIA  
LIBRARYAken Fuel Depot.

1. On 16 October 1950 the fuel depot at Aken (M 52/D 96) was serving civilian agencies exclusively. The large fuel tanks of the depot were allegedly filled only to about 50 percent of capacity. Gasoline shipments arrived by rail. The depot was not guarded, though watchtowers were erected. No military vehicles

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Bornau Fuel Depot.

2. On 4 October a subterranean fuel depot with surface pumping facilities was seen, bordering on the former clothing depot in Bornau (N 53/Z 96). The depot allegedly comprised eight fuel tanks. depot, [REDACTED]

Damgarten Fuel Depot.

3. In October a large subterranean fuel depot was being constructed in Damgarten (N 55/P 13) by the Volkspolizei with the assistance of special railroad workmen. Double tanks, removed from standard railroad tank cars, were installed. Each tank had a capacity of 30 cubic meters. The tanks were transported only at night and covered up immediately upon arrival. For deception purposes the fuel tanks were shipped to the depot by land and sea. Twelve such tanks had been installed by October, with more tanks scheduled to arrive. (3)

Muenchenbernsdorf Fuel Depot.

4. On 27 September several tank cars were observed for the first time at the Muenchenbernsdorf (M 51/J 95) freight station. Previously, tank cars had been observed only in Lederhose (M 51/J 95). (4)

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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5. Between 6 and 31 October it was learned that in the Muenchenbernsdorf fuel depot, which had been reconditioned except for one elevated oil tank, gasoline was allegedly being mixed, partly with oil. The fuel being improved at the depot arrived by rail from Leuna (M 52/D 91), Roehren (N 52/K 29), and Regis-Breitgen (N 52/K 28).
6. The Muenchenbernsdorf fuel depot was operated by 10 to 20 officers and 80 NCOs and EM wearing red-bordered black epaulets. Thirty-two soldiers were on duty all the time. The personnel were last replaced at the end of September 1950.

Schleife Fuel Depot.

7. In 1948 the Soviets decided to construct a fuel depot at the site of the former German ammunition depot of Schleife (O 52/A 74), which was destroyed in 1945 and 1946. The depot was built on the pattern of two newly constructed fuel depots in Czechoslovakia. The installation was designed to have a total capacity of about 5 million liters of fuel, including gasoline, diesel fuel and oils.
8. In the fall of 1950 it was learned that the construction work at the Schleife depot was being performed almost exclusively by German firms, working under Soviet supervision. The construction chief was an MVD lieutenant colonel. The fuel tanks installed were of various types. Observed were chiefly groups of five 25-cubic meter tanks, five 50-cubic meter tanks, and three 75-cubic meter tanks. All tanks, with the exception of those built along the railroad spur, were installed underground and covered with a layer of earth, about 1 meter high. The oil tanks were placed on a pile foundation, lined with boards, covered with earth, and camouflaged. Fuel was pumped from railroad cars to the tanks through detachable pipe lines.
9. Before installing the warning and security devices in the depot section which is located south of the road, all German workmen and engineers had to leave. All further construction was then rapidly brought to completion by Soviet labor units. Even the personnel of the central construction bureau were no longer permitted to enter this area. The northern depot section was scheduled for completion in the fall of 1950. The southern section was put into operation at the beginning of May 1950.
10. The entire area of the Schleife fuel depot was surrounded by a barbed wire fence, more than three meters high, and by watchtowers. A network of good depot roads facilitates direct access to each tank. A transformer station makes the depot independent of outside power sources in case of emergency. Several water reservoirs had been constructed for fire fighting purposes. The depot fire brigade was directly subordinate to the depot commandant. Fire extinguishers were placed at the individual groups of tanks. The depot included a motor pool, a spare parts store, repair shops, and laboratories. A pumping station and pipe-line system with hydrants supplied the depot with water. The entire depot covered an area about 4 by 5 km. The guard and operative personnel of the Schleife depot were of battalion strength. Depot commandant was a lieutenant colonel, who had come from Potsdam (N 53/Z 63). (6)
11. On 3 October it was learned that the Schleife fuel depot is a reconditioned subterranean installation, the tanks of which were allegedly as much as 40 meters underground. Two large 100-cubic meter tanks and 200 smaller 50-cubic meter tanks were available. The fuel depot proper was allegedly located in the southern section of the installation. (6)
12. On 30 September, 100 cubic meters of fuel arrived by rail and were allegedly pumped into the last empty tanks. The railroad spur of the depot branches off from the Schleife-Oppenberg line, about 2 km north-west of the Schleife railroad station. (7)

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13. The depot was guarded by Soviet and Volkspolizei personnel, who were stationed at the installation. In mid-October all civilians employed in the Schleife fuel depot were discharged. The security measures which were already stringent were further intensified by the employment of motorized Volkspolizei patrols which systematically combed through the area around the depot.

14. On 27 October 1950 three fuel tanks on flatcars were switched into the Schleife depot via the railroad spur. The dimensions of the fuel tanks were nearly those of the flatcars. [REDACTED] were seen on the Spremberg-Schleife road. (8) Ten earth shelters, about the size of wooden barracks buildings, were visible in the depot area from the road. Oil barrels were apparently stored there.

Velten Fuel Depot.

15. On 14 October two railroad tank cars stood on the railroad spur of the air force fuel depot at Velten (N 53/4 66). (9) [REDACTED] each carrying six 200-liter barrels, left the depot. Another truck with [REDACTED] was parked in the yard. (10) On 23 October three railroad tank cars were observed in the depot. [REDACTED] included passenger [REDACTED] occupied by an officer with silver-blue epaulets and two stars. [REDACTED] occupied by AF soldiers, truck [REDACTED] loaded with barrels and driven by soldiers wearing light-blue epaulets, and [REDACTED] occupied by 20 men wearing light-blue epaulets. (11) The wire fence surrounding the depot had been replaced by a board fence, blocking the view of the depot.
16. On 11 November three railroad tank cars were standing on the railroad spur of the depot. Motor vehicles seen there included tank truck [REDACTED] driven by a soldier wearing light-blue epaulets, jeep [REDACTED] occupied by two soldiers wearing red-bordered black epaulets, and [REDACTED] loaded with six 200-liter gasoline barrels and occupied by three soldiers wearing light-blue epaulets. At 5:30 p.m. passenger car [REDACTED], occupied by an officer with a light-blue ribbon around his cap, entered the depot. After a few minutes the officer returned, followed by about 30 unarmed soldiers who wore light-blue epaulets and boarded [REDACTED] which followed the passenger car toward Schoenwalde. The troops allegedly belonged to an AF unit at the Schoenwalde airfield. (12)
17. On 28 October 1950, six trucks, including [REDACTED], loaded with barrels, and driven by soldiers wearing red-bordered black epaulets and passenger [REDACTED] occupied by soldiers wearing red-bordered black epaulets, were identified in the Velten army fuel depot. (13) On 11 November empty [REDACTED], driven by a soldier wearing red-bordered black epaulets, entered the fuel depot. (14)
18. According to a railroadman, thirteen tank cars which stood at the Velten railroad station on 14 October were destined for nationalized enterprises rather than for the fuel depot. (15) On 28 October, 16 tank cars, guarded by Volkspolizei personnel, were seen at the Velten station. On 11 November, 12 tank cars, guarded by railroad police, were seen at the station. (16)

Comments.

- (1) For sketch, see annex 1.  
 (2) The depot is reported on for the first time. The information does not indicate whether the depot is located in the former clothing depot No I on Weissenseeastrasse or clothing depot No II on Boernickerstrasse.

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(6) The information confirms and supplements previous data on the conversion of the former German ammunition depot into a large fuel depot. 

For sketch, see Annex 2.

(7) The dismantled railroad spur was reconstructed in November 1949 on Soviet order.

(9) The information confirms the important fuel depot, consisting of an AF section and an army section.

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2 Annexes: two sketches on ditto.

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